

COPENHAGEN GREENS COOK

Welcomed Back to Civilization by Crown Prince Christian, Minister Egan and Others.

EVIDENCES OF HIS DISCOVERY

At North Pole Left American Flag And Box Containing Documents.

Brings Back Most Exact Observations, Absolutely Proving His Assertions—Hard Experiences.

Copenhagen, Sept. 4.—King Frederick received Dr. Frederick A. Cook, the American explorer, today from Greenland, in private audience at half past 3 o'clock this afternoon. The audience lasted half an hour. The queen and her three daughters, Princesses Ingeborg, Thyra and Dagmar, were present. Dr. Cook was presented to his majesty by Maurice E. Egan, the American minister.

Copenhagen, Sept. 4.—Dr. Frederick A. Cook, the American explorer, returning to civilization from his discovery of the north pole, came into Copenhagen harbor at 10 o'clock this morning on board the steamer Hans Egede from Greenland. Dr. Cook was standing on the bridge of the vessel, which flew the American flag at her mast.

Crown Prince Christian of Denmark; Maurice Egan, the American minister; the Danish minister of commerce and committees representing various public bodies boarded the Hans Egede and welcomed Dr. Cook in the name of the nation and the city.

Dr. Cook was escorted ashore by Prince Christian. The explorer was cheered by great crowds as he came ashore. An immense throng followed through the streets to the meteorological institute, where he made a brief speech.

PROOFS OF ACHIEVEMENT.

Speaking to the representative of the Associated Press, Dr. Cook said he left at the north pole an American flag and a box containing documents, including a brief account of his trip and certain observations and the data to bear out his claim.

Capt. I. Larsen of the Hans Egede said he had examined Dr. Cook's records and believed them to be perfectly correct.

In the course of a conversation with the Associated Press, Dr. Cook declared with great emphasis:

"I have been to the north pole and I have brought back the most exact observations, absolutely proving my statement. I have kept a diary throughout the entire expedition, in which I recorded the most minute details."

Continuing the conversation, Dr. Cook said:

"It was not my intention at the start to proceed to the pole; I was merely on an Arctic excursion, but as I found way to the pole, I continued on my way to the pole. I discovered hitherto unknown islands."

We missed the depot where we had been established, but we were able to find it. We found it on the coast of Greenland, where we found provisions and instruments in an excellent state of preservation.

"Owing to the requirements of my expedition our requirements were very large. For the same reason, we were able to proceed quickly. On some days we covered as high as 12 miles, which is an extraordinary speed."

"As I approached the pole, the meteorological conditions became exhausted. No animal life was visible and for three days we had nothing to eat. Then in a crevice of ice we caught sight of several walrus."

OUR LIVES WERE SAVED.

"I had only a few cartridges left. I crept along the ice on my stomach, approaching the animals slowly so as not to scare them. I expended all my cartridges, and as a result killed two of the walrus. Our lives were saved."

"I then broke up my only sledge and made bows and arrows of the walrus bone. We were able to obtain near Cape York, we were on the point of starvation when we found a young seal sleeping on the ice."

"From Upernivik to Egedesminde I sailed on the same ship that carried the clinometer and Franklin relief. It was a weather-beaten and shabby looking vessel, but it was the only one in the harbor. The Danish capital at the time of our arrival was in the hands of the Danes and with the same greeting of visiting members of royal families."

COOK'S COSTUME.

Dr. Cook stood on the bridge of the Hans Egede wearing a shabby brown suit that had been loaned him by a seaman. On his head was a disreputable cap and his feet were clad in leather moccasins. His blonde hair was long and unkempt and his mouth was a wide grin. His complexion was sallow but his face was

He was a strange figure for the center of such a brilliant scene that greeted his return to civilization. Ships and flags on every side were gay with colors and people. Two big American flags flanked the landing stage where notable Prince Christian and Maurice Egan waited for one hour the news of the Hans Egede. Hundreds of small boats containing sightseers swarmed over the waters of the

SECRET EVENING NEWS.

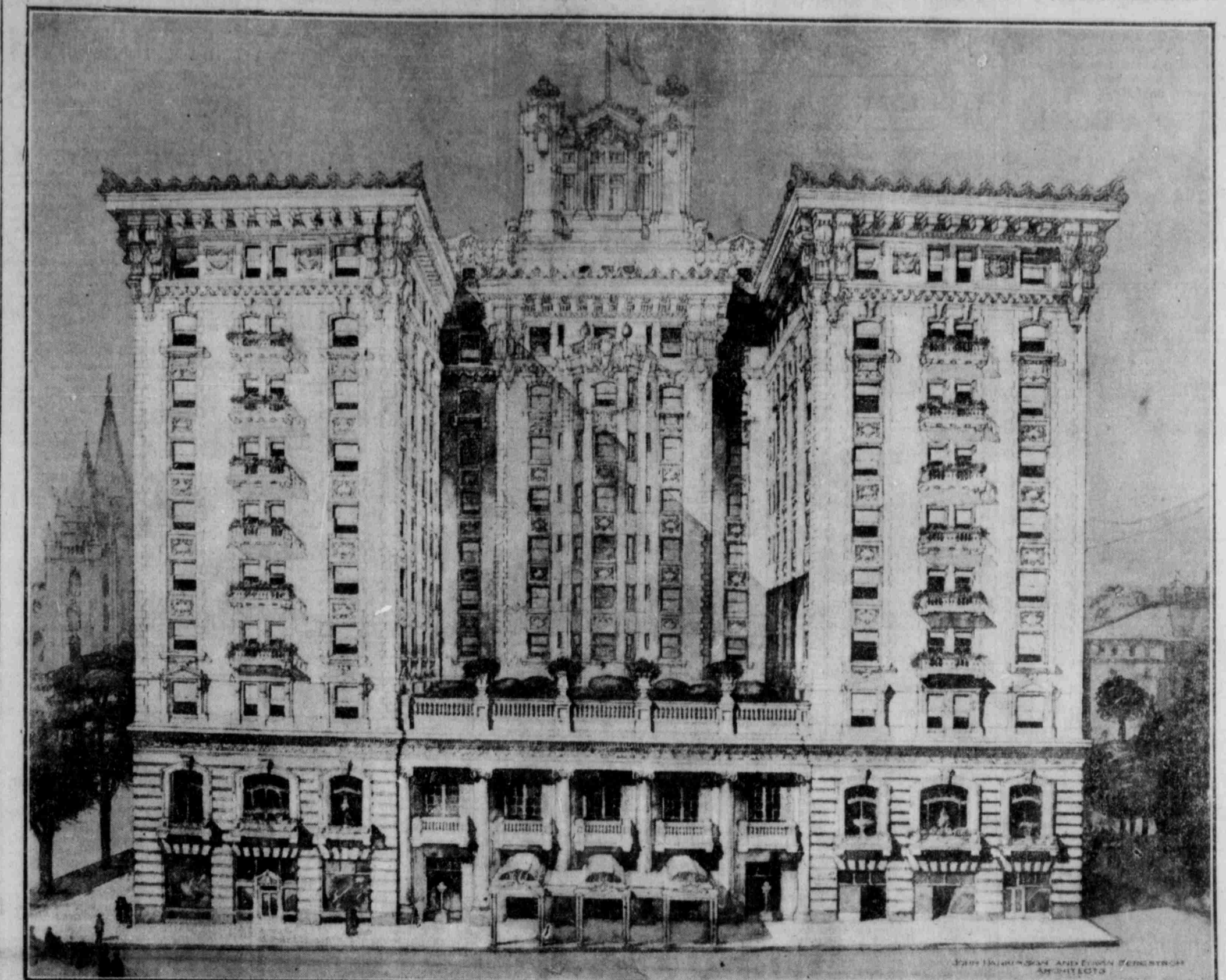
TRUTH AND LIBERTY.

SATURDAY SEPTEMBER 4 1909 SALT LAKE CITY UTAH

Mr. Advertiser Appreciates Both the Quantity and Quality of the "News" Circulation.

FIFTY-NINTH YEAR

UTAH HOTEL, ON MAIN AND SOUTH TEMPLE STREETS



The above picture is a faithful representation of the appearance of the south front of the Utah hotel as it will appear when completed, and it will be seen that the claim of its builders that it will rank among the most beautiful hostels in America is not without reason. The building will be 10 stories high, excepting the tower, which will be 13 stories. It consists of three wings, the east and west wings being about the same size, about 60x165 feet. The center wing connects these two wings on the north side of the building, being about 70x80 feet. This wing, as will be seen from the picture, rises back of the art glass roof of the lobby, which rises to the top of the third mezzanine floor, which really marks the beginning of the guests' rooms of the hotel.

The main entrance to the hotel will be from South Temple street, though the carriage entrance will be through a spacious vestibule and hall off Main street. Both of these entrances lead into what will be one of the most beautiful lobbies seen anywhere.

harbor. Many of these boats were filled with American tourists waiting the Stars and Stripes.

CROWN PRINCE CHRISTIAN.

When the Hans Egede was a mile away, slowly coming in with an enthusiastic following of small craft in her wake, Crown Prince Christian and the members of his staff embarked on a launch which took them to the side of the steamer bearing the explorer. The moment the anchor was dropped the crown prince sprang up the gangway. Dr. Cook at the same time appeared at the head of the ladder.

The people in the surrounding boats, who had expected from the newspaper pictures to see a bearded man, recognized the explorer for the first time and went up a loud cheer.

Prince Christian, who is a tall and handsome young man, was dressed in a silk hat and frock coat. He grasped the hand of the shabby explorer and congratulated him on his achievement, and welcomed him warmly in the name of the Danish nation and the geographical society, of which the prince is president.

Prince Valdemar, brother of King Frederick, in an admiral's uniform, accompanied by a party of naval officials, city officials, delegates from societies and the minister of commerce, followed the crown prince up the side of the steamer and the explorer was carried most smothered in the friendly group of uniforms and officials in black coats and silk hats.

"DID YOU REACH NORTH POLE?"

"Did you reach the north pole, Dr. Cook?" asked the correspondent of the Associated Press.

"Yes, I did," replied Dr. Cook. After much handshaking, Crown Prince Christian said to the explorer: "Come ashore with me, please; the people are waiting to see you."

Dr. Cook said something about his baggage.

"My people will look after your baggage," the crown prince said, and took Dr. Cook to the royal launch.

When the royal launch approached the pier with the prince and Dr. Cook by his side a tremendous roar of cheers burst out from the people on shore, and from the assemblage of small craft, including yachts, motorboats, landing boats from the Russian warship in the harbor, and racing shells, clustered thick about the pier.

The feature of the basement most interesting to the general public will be the immense grill room, about 104x64 feet, which occupies two-thirds of the west, or Main street, side of the building. The Main and South Temple street corner of the basement will be built for Turkish baths and all the accessories, and lying just east of these rooms will be the spacious and elegantly fitted barber shop. A large staircase will lead from the street to the basement into a wide foyer, or corridor, which will connect with the lockers, cold storage rooms, grocery storage rooms, refrigerators, butcher shop, bakery, china and glass reserve rooms, and the main kitchen, which will be on the east side, and the help's kitchen, which will be on the north side, as well as all the other necessities for a mammoth hotel. The sub-basement will be used for the boilers, dynamos and machinery.

The principal rooms on the first or ground floor, are the dining room, 50x50 feet, which will be situated on the west side, next to Main street, the banking room on the corner, and the lobby. The ceilings of the dining room and the lobby will be very high, extending to the top of the third mezzanine floor, while the bank ceiling will be lower, only reaching to the first mezzanine floor. These mezzanine floors, as they are called, are used to economize space, by making a number of rooms of lower ceilings in the midst of other rooms with lofty ceilings. There are three of them, ending with the top of the dining room and lobby.

The finish of the lobby will be mahogany, while the woodwork of the dining room will be oak. The grill room in the basement will also be finished in oak. The bank will be finished in birch.

The plans include every convenience for the bank, with cash and book vaults, directors' room and other accessories, everything being of the best. Just what bank will occupy these beautiful quarters has not been decided yet, but applications have already been made for the same, and it is rumored that the State bank may make its future home there.

The size of the lobby is about 56x30, and the effect of the beautiful skylight which forms the roof of the lobby will be increased by the stately columns which act as supports for the interior. At the extreme north end of the lobby, opposite the entrance, will be three passenger elevators, and back of them two service elevators and a freight elevator, all of them being operated by electricity. On the extreme north side will be the large baggage room and near that the 'phone room and farther east the check room, toilets, etc. The office will be on the east side of the lobby, back of the two stores which will be built east of the main entrance. It is probable that one of these stores will be occupied by the Z. C. M. I. drug department. The bar room and buffet will be on the extreme east end of the ground floor.

The ball room will be located on the second floor and will, with the elegant supper room on the north end, and the musicians' stand and retiring room on the south end, occupy the whole north

make its future home there.

From indications at this time, it is apparent that the wreck of the work of train robbers after the express car valuables. The officials are inclined to believe the hold up of the Pittsburgh & Northern express on the Pennsylvania railroad at Lewistown, Pa., early Tuesday morning, actuated today's accident.

It was almost two hours after the wreck before any reports were received in this city. Immediately Pittsburgh, Edward and other places were telegraphed to for help. Relief trains carrying all available physicians were rushed to the scene. A chaotic condition was found. Passengers were sitting around the wrecked cars, bleeding from cuts and bruises. A drizzling rain was falling. A train was headed with the most seriously injured and rushed to the Newcastle hospital. Eight of the injured were brought to the Shenango Valley hospital. Many of these were in a serious condition and at least three were said to be fatally injured.

Dr. F. M. Wagner was aroused by a neighbor and hurriedly drove a mile and a half to the scene. He said: "I fully expected to find 25 or more persons dead. The heavy Pullman cars, baggage cars, day coaches and the engine were lying on their side. Passengers were sitting outside beside the track, many of them, having been thrown from their berths."

At 5 a. m. it is said that two persons were killed and 50 were injured, a large number of them seriously. The train was westbound from Pittsburgh to Chicago. Two miles from Newcastle at a little place called Chewton, Pa., the best train on the Baltimore & Ohio railroad suddenly ran into a misplaced rail. Wreckers had removed two fishplates, moved the north rail inside and had pulled out the spikes. The entire train was thrown from the track. The great speed with which it was traveling caused all the cars and engine of the train to topple over on its side and slip with force over a small embankment.

Engineer John Dill and Baggageman John Whisnoff were horribly crushed, death being instantaneous. Of

the 30 or 50 passengers hurt, many of them are in a serious condition.

The casualty list known at this time follows:

DEAD.

J. A. Dill, Chicago Junction, aged 40 years and married.

and south dimension of the building. The supper room will be finished in dark oak.

The finest suite in the building is the President's suite. This will be located on this floor at the southwest corner of the building, and will consist of a library, parlor, dining room, reception room and chamber. This suite will be finished in mahogany.

The second mezzanine floor includes the ladies' dressing room, parlor, etc., which are to be finished in birch, the other mezzanine floors include mostly a number of small rooms for use by the hotel.

From the fourth floor, where the 400 guest rooms may be said to begin, the arrangement is practically the same to the eighth story. Some modifications are found on some of the other floors, but in general the plan is simple, and may be said to consist of a wide passageway running through the center of each of the three wings, making two tiers of guest rooms, all of which are to be finished in birch and have all the latest improvements.

The building will be fireproof throughout, and the outside will be finished in white terra cotta.

General Manager George L. Potter of the Baltimore & Ohio railroad today telegraphed Supt. Finney of that road at Pittsburg to offer a reward of \$25,000 for the arrest and conviction of the persons guilty of wrecking the B. & O. flyer at Chewton, Pa., last night.

NATIONAL ASSOCIATION TO PREVENT MENDEICANCY.

New York, Sept. 4.—The National Association for the Prevention of Mendicancy and Charitable Imposture, which has just been incorporated by a number of wealthy men, proposes to do away with the professional tramp and beggar. James Forbes, one of the organizers, said:

"The purpose is to repress knavish imposture and to aid and strengthen the physically crippled and sick who may be in a way to become mendicants and impostors. We purpose to work as a sort of socialized police and hope to cover the entire country."

Impostors, Mr. Forbes explained, will be singled out in a systematic way. Photographs and records of them will be made so that in time, the association will be able to unite with the police in jailing the fellows.

CLYDE FITCH'S CONDITION ALARMING.

Chateau-Sur-Marne, France, Sept. 4.—The condition of Clyde Fitch, the American playwright, was today declared by his physicians to be alarming.

Mr. Fitch was taken with an acute attack of appendicitis while traveling in a motor car from Germany. He was operated on here by Dr. Alquier.

"SEE UTAH FIRST."

Manager Mariner of the Reeling Salt Lake company made a novel proposition this noon to Dist. Passenger Agent Kenneth Kerr of the Salt Lake Route, in the matter of an excursion suggestion. It was to carry passengers over the Salt Lake Route from the Short Line depot to Provo, thence by automobile down to the Provo river, and thence by motor boat out onto Utah lake and after a short fishing trip to Geneva resort, where a return might be made via the Rio Grande road to Salt Lake. Mr. Kerr has referred the matter with his approval to the general agent of the passenger department of his road.

REWARD OFFERED.

Baltimore, Sept. 4.—Vice President

TEACHERS HEAR GOVERNOR SPRY

His Address, Replete with Practical Suggestions, Is Received with Interest.

URGES SINCERE EFFORT.

The Teacher, Who Come Nearest The Child's Heart After Its Parents, He Says, Can Accomplish Much.

With faces betokening enthusiasm and hearts filled with determination to make the coming year the most successful of any heretofore in the Salt Lake City public schools, several hundred teachers and principals gathered at the large assembly room at the Lafayette school building this morning at the opening meeting of the school year, which begins next Tuesday.

The feature of the gathering was an address by Gov. William Spry, who dwelt upon a number of topics closely related to the work of the teachers. The address was replete with valuable hints and was received with prolonged applause.

The meeting was conducted by Supt. D. H. Christensen of the city schools. Supt. Christensen's address included touching eulogies upon the two teachers and the two members of the Salt Lake City board of education who passed away during the year.

Musical was furnished by the assembly of teachers, conducted by Prof. W. A. Wetzel, supervisor of music in the city schools. At the opening of the session "America" was sung, and at the close "The Star Spangled Banner" was rendered.

After the opening exercises a baritone solo was rendered by Mr. Richards, who sang "Honor and Arms" by Handel which won for him a prize at the Seattle Exposition.

Supt. Christensen then welcomed the teachers to the gathering and to their work at the beginning of another year. He said they had for their encouragement the keen satisfaction of the excellent work done in the school room last year, and urged them to excel even that record in the year to come.

Supt. Christensen paid a high tribute to the teachers Miss Kathryn Caulfield, and Mrs. Tomlinson, who had died since the close of last year's term, and to the two members of the board of education, Joseph Oberdorfer and Judge H. P. Henderson, president of the board, who had also been called. "It is sometimes thought," said Supt. Christensen, "that greatness lies far away from our own circles, but in the life of these teachers and board members who have passed beyond, were the principles of true greatness." The speaker dwelt with considerable feeling upon the life and work of Judge Henderson, with whom he was intimately associated. The life of Judge Henderson may be placed before the youth of our state as that of one of the truly great men of our land. Dr. Faden touched the keynote of the character of the man, when at his bier he said his leading attribute was kindness. There was no child upon the street too humble to call forth the sympathy and assistance of Judge Henderson. He was truly kind, noble and great."

Mrs. Allenbaugh then rendered a lullaby song, "I'm so Sleepy," and was cheered, responding with a tuneful stanza.

Supt. Christensen then introduced Governor Spry, who spoke as follows:

GOVERNOR SPRY'S TALK.

Governor Spry, upon being introduced to the meeting, delivered one of the striking addresses of the day. It gave evidence of his sincere thought upon the subject and of careful preparation. Governor Spry said:

I am not ashamed in the confession that I feel incompetent to entertain an instruction this gathering of teachers, whose business it is to engage the attention of others, and to impart knowledge to those who stand in need of it. I am not given by nature or training to learned and elaborate dissertations along pedagogical lines. My experience in life has not led me, like yours, to the analytical study of most intricate science.

My observations must therefore, be of a most practical nature, with the hope that even from the lips of one unacquainted with the technical training and theories of your profession, some word of practical benefit may fall. If my remarks may cover a wide field of reflection, it is because of my great interest in all that pertains to the guiding of the minds of the young.

The state, in one of whose educational departments you are engaged, occupies an enviable position among the commonwealths of the Union in the particular of her educational equipment. Measured by practically every test of modern educational requirement, Utah stands well to the front, and is pre-eminent in the field of appropriation, school building, equipment, and teaching corps. I therefore congratulate you on the fact that you are identified with the schools of Utah.

A NOBLE CALLING.

The calling of the school teacher is a dignified and noble one—exacting and responsible. Personally, I can conceive of no loftier vocation than that of the individual whose business it is to mould and shape, and direct in proper channels the young and tender mind. A desired end is always most satisfactorily accomplished through sacrifice. The aims of life, toward the consummation of which the labor of our existence is directed, do but seem larger and grander in their accomplishment when that accomplishment comes as the result of individual sacrifice; and I have many times thought of the great financial surrender force of power in the many fathers directed solely along educational lines. To be plain, I believe that, in proportion to the skill and training necessary, and the services rendered, no calling of the day is so meagerly compensated as the calling of the school teacher. So that in choosing this employment, the individual does so without hope of that personal financial gain which is the reward of honest labor and intelligent effort in almost every other line of activity to which one may apply himself.

School teaching is more than a vocation; it is an art, demanding in its successful practice the exercise of the highest mental, moral and physical attributes. It is a calling which carries with it the most exacting restrictions—patience, long suffering, love, intelligence, rare judgment, discernment, and a life above reproach.

THE CHILD.

Regardless of the fact that you have

(Continued on page two.)

ROBBERS WRECK ROYAL BLUE TRAIN

Purpose Was to Loot Express Car, Known to Have Contained Large Sum of Money.

THREE TRAIN HANDS KILLED.

Fishplates Removed—Spikes Drawn—Engine and All Cars Topped Over.

Newcastle, Pa., Sept. 4.—The wreck of train No. 2, the Royal Blue limited on the Baltimore & Ohio railroad, which occurred at 12:25 this morning, is now believed to have been caused for the purpose of robbing the express car, which is known to have contained a large sum of money shipped from New York to western banks.

The Baltimore & Ohio officials admit the accident is a pure case of train-wrecking and immediately following the wreck stationed armed guards about the express car.

At 5 a. m. it is said that two persons were killed and 50 were injured, a large number of them seriously. The train was westbound from Pittsburgh to Chicago. Two miles from Newcastle at a little place called Chewton, Pa., the best train on the Baltimore & Ohio railroad suddenly ran into a misplaced rail. Wreckers had removed two fishplates, moved the north rail inside and had pulled out the spikes. The entire train was thrown from the track. The great speed with which it was traveling caused all the cars and engine of the train to topple over on its side and slip with force over a small embankment.

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